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- In this report I will cover the following:
  - The right of control exercised by the ship's officers in the period that the ship is being repaired.
  - The right of the administration of the steamship company to control the quality and technology of materials used and the amount of time spent by the ship in the repair yard.
- The relationship between the steamship company and the ship repair enterprise and the supervision of repair work on ships is regulated by the order concerning the "Status of Ship Repair in the Merchant Fleet" which was put into effect by Minister of the Merchant Fleet Novikov on 1 Jan 50 replacing the earlier "Temporary Rules Governing Ship Repair in the Merchant Fleet". This new status was published at the end of 1949 by the publishing company of "Morskoy Transport". This book had 153 pages and cost 13 rubles.
- First I will discuss the case of control exercised during the repair of the ship by the officers of the ship: The captain and the chief engineer of the ship under repair have the right and the obligation to exercise control over the quality of small jobs and of the complete repair job as a whole. In case the captain and the chief engineer are not present on the ship, these functions are carried out by individuals appointed by the captain. In addition, the captain and the chief engineer

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must exercise direct control over the amount of time spent in the actual repair work, and they must also directly supervise the work being done on the ship.

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4. These rights of the captain and the chief engineer are guaranteed due to the fact that they are the only representatives of the steamship company having the right of controlling the quality of work being done on the ship. In addition, the captain and chief engineer are always backed up by the representatives of the inspectorate of the "Merchant Registry" who have a great deal of influence.
5. Practically speaking, the role of the captain and the chief engineer is as follows: First of all, they go over all the necessary repair documentation--project plans, working sketches, the calculations of the repairing authorities and the production work graphs.
6. Orders for the carrying out of any particular job are given to the factory by the ordering enterprise (the machine - ship service of the steamship company), primarily by the commander of the ship. In the process of the execution of the order by the factory, the captain or chief engineer may reject an order if this order does not correspond with the technical situation of the ship at the time,--even in those cases where the technical control section of the factory shows the captain the order in question. In case of a difference of opinion on any question, that question is decided by an agreement between the administrations of the steamship company and the factory. In extreme cases the representative of the inspectorate of the Merchant Register acts as arbitrator.
7. The captain or chief engineer may forbid completion of any work on the ship which has not been examined by the repair administration or may exclude any paragraphs from the repair contract if there has been no reference made to the contents of these paragraphs in the order submitted by the steamship company.
8. The influence exercised by the captain and chief engineer over the amount of time that it takes for the factory to fulfill an order, is not great. Even the steamship company cannot always exert pressure on the factory in case the work runs overtime. Here everything depends on the personal qualities and initiative of the captain and chief engineer, their relationship with the factory workers and with the production chief. There are also many other independent factors governing the amount of time consumed for repair jobs.
9. The releasing of the ship from the repair yard and the execution of mooring and running tests cannot be carried out in the absence of the captain or the chief engineer. In this case, they have the primary role.
10. Now I will take up the matter of the control exercised by representatives of the steamship company over the repair of ships. Here it is necessary to keep in mind the fact that ship repair factories are divided into three categories as to degree of subordination:
  - (a) Factories directly subordinated to the Ministry (the head directorate of industrial enterprises);
  - (b) Factories directly subordinated to the corresponding exploitationary head directorates (to the head directorate of the petroleum fleet, of the Southern Fleet and ports, etc);
  - (c) Factories directly subordinated to the steamship companies.
11. In the first two cases the steamship company may not exert direct administrative pressure on the factory in case the latter does not fulfill its responsibilities. Only the administration of the corresponding head directorate or ministry may do this. However, the steamship company in a given case can put the unconscious factory in a bad financial

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situation by imposing fines and by refusing to pay for work of poor quality.

12. In the third case, when the factory is subordinated to the steamship company, the administration of the latter may apply direct administrative pressure on the administration of the factory.
13. From the above we can see that in all three cases the steamship company has the right and obligation to exercise control and even to interfere in all deals concerning the repair of ships: To test the quality of materials used; to require certificates as to the suitability of materials or in the absence of certificates to require laboratory tests to be made of the materials; to exercise control over the quality of work done and over the amount of time taken for the work.
14. The factory does not have the right to incorporate any kind of changes in the repair documentation without the concurrence of the steamship company.
15. In case of differences of opinion of an organizational character between the company and the factory, the head directorate or administration of the Ministry serves as arbitrator, with the exception of those cases in which the factory is directly subordinate to the steamship company. In the latter case the company decides the issue simply by issuing an order. In case of differences of opinion of a technical character, the Merchant Registry acts as arbitrator.
16. The general administration and control of ship repair is carried out by the chief engineer of the steamship company and the chief of the machine-ship service of the steamship company (in the river companies this is also handled by the chief of the industrial enterprises section of the company). Direct control over the work and its quality as it is carried on in the various shops of the factory is exercised by the engineers of the machine-ship service of the company. These engineers also perform the task of drawing up the individual orders in the various shops. In addition, in the steamship companies there is a special engineer for ship repair and a special schedule for winter ship repair, both of which exercise control over the planning and scheduling of repairs.

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